

From: victor.a.schneider@cummins.com
To: [Jay Smith](#)
Subject: Re: Fw: Dodge Ram 6.7L Applications
Date: 11/27/2012 03:44 PM

[attachment "2013 Ram Diesel Supplement.pdf.pdf" deleted by Jay Smith/AA/USEPA/US]
Jay, here is the Diesel Engine Supplement to the Owners Manual.

From: Smith.Jay@epamail.epa.gov
To: victor.a.schneider@cummins.com
Date: 11/26/2012 03:27 PM
Subject: Re: Fw: Dodge Ram 6.7L Applications

Thanks Victor. Please drop the signed versions in the mail to my address below. Its not a sticking point, but I'd like to have the originals on hand.

Best Regards,

Jay Smith

James D. Smith, Ph.D.
Mechanical Engineer
Compliance Division
Office of Transportation & Air Quality
US Environmental Protection Agency
2000 Traverwood Dr.
Ann Arbor, MI 48105

Office Phone: 734-214-4302

From: victor.a.schneider@cummins.com
To: Jay Smith/AA/USEPA/US@EPA
Date: 11/26/2012 03:25 PM
Subject: Fw: Dodge Ram 6.7L Applications

Jay, here are electronic versions of the compliance stmts. Do you need the

originals?

I'm still getting the owner's manual and other documentation on DEF together.

----- Forwarded by Victor A Schneider/Corp/Cummins on 11/26/2012 03:21 PM -----

From: Victor A Schneider/Corp/Cummins
To: Smith.Jay@epamail.epa.gov
Cc: Joseph Sawin/Auto/Cummins@Cummins
Date: 11/19/2012 04:43 PM
Subject: Re: Dodge Ram 6.7L Applications

Answers in red below.

From: Smith.Jay@epamail.epa.gov
To: victor.a.schneider@cummins.com
Date: 11/14/2012 03:53 PM
Subject: Dodge Ram 6.7L Applications

Hello Victor,

I've completed my review of the two Dodge Ram 6.7L applications. Here are some things we'll need to address:

-I do not have a statement of compliance for the 313Q family.
Statements of compliance for both 313Q and 313S are being supplied to you.

-Can you supply a copy of the materials that are furnished to the end user explaining how to properly maintain the emission control system and how to obtain/refill the DEF tank?

I'm getting you the owners manual.

-Why is operator commanded regeneration not an option with these families (AECD 10-6 on other CMI applications)? In our experience, this functionality is almost a necessity for applications typical of those that this product will be used in (ambulances, construction vehicles, etc), where normal operation will not produce the conditions necessary for regeneration.
Chrysler specified a manual regen to be a service event only. This has been in place since 2007 and we are not aware of any issues.

CBI/ Ex. 4

CBI/ Ex. 4

CBI/ Ex. 4

-For the DEF quality monitor, near the bottom of slide 468 there is a range of SET NOx emissions. Does this represent the emission level at which you would be able to make the determination that a DEF quality fault exists? If not, what does this mean? This is the emissions increase that would be seen when a DEF quality fault is detected.

-Just out of curiosity, are there any Dodge-Cummins products for 2013 that do not use CBI/ Ex. 4? I believe there was still a chassis-certified ISB with an CBI/ Ex. 4 in 2012, if I'm not mistaken.

All of the 2013 Dodge-Cummins engines in 2013 will use CBI/ Ex. 4, including the chassis certified vehicles.

Once these questions are addressed, we'll only be waiting on OBD approval.

Sincerely,

Jay Smith

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[attachment "313Q-313S compliance stmts.pdf" deleted by Jay Smith/AA/USEPA/US]